

Comment Letter 0071**0071**

UNIVERSITY OF CALIFORNIA

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SANTA BARBARA • SANTA CRUZ

OFFICE OF THE EXECUTIVE VICE CHANCELLOR AND PROVOST

 UNIVERSITY OF CALIFORNIA, MERCED
 P.O. BOX 2039
 MERCED, CA 95344
 (209) 724-4400
 FAX: (209) 724-4424

June 18, 2004

 California High Speed Rail Authority Board
 925 L Street, Suite 1425
 Sacramento, CA 95814

AUG 31 2004

Dear Chair Petrillo and Members of the Board:

I am writing in support of the Draft Program EIR/EIS and the analysis identifying high speed trains as the "preferred system alternative" to address future transit needs in the state of California.

0071-1

The University of California, Merced will open in fall 2005 as the tenth campus of the University of California and the only research university located in the Central Valley. The campus will grow to an enrollment of 25,000 students. Access to the campus for students, faculty, staff, colleagues from other universities, and other visitors would be greatly enhanced by high speed trains. In addition, students from throughout the Central Valley could efficiently commute to UC Merced, an option that would result in major cost savings and would allow greater access to a research university education and graduate programs for students not living in proximity to the campus.

0071-2

In evaluating the environmental considerations identified in the Draft Program EIR/EIS, cost projections for various routes, and ridership potential, the UC Merced campus supports a Diablo route with a hub and route stop at Castle Aviation and Development Center (formerly Castle Air Force Base). UCM also supports location of a maintenance facility for high speed trains at the Castle site.

0071-3

0071-4

0071-5

Thank you very much for the opportunity to comment.

Sincerely,

 David B. Ashley
 Executive Vice Chancellor and Provost

 cc: Chancellor Carol Tomlinson-Keasey
 Merced High Speed Rail Committee

**Response to Comments of David B. Ashley, Executive Vice Chancellor, University of California, August 31, 2004
(Letter 0071)**

0071-01

Acknowledged.

0071-02

Please see standard response 6.19.1.

0071-03

Please see standard response 6.3.1.

0071-04

Please see standard response 2.35.1.

0071-05

Please see standard response 6.19.1.

Comment Letter 0072**0072**

UNIVERSITY OF CALIFORNIA

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SANTA BARBARA • SANTA CRUZ

UNIVERSITY ADVANCEMENT
Office of Governmental RelationsUNIVERSITY OF CALIFORNIA, MERCED
Castle Aviation & Development Center, AirwaterMAILING ADDRESS:
P.O. BOX 2039
MERCED, CALIFORNIA 95344
(209) 724-4440 Fax: (209) 724-4499

April 27, 2004

cc: Chancellor Carol Tomlinson-Keasey
Assistant Chancellor Janet E. Young
Merced High Speed Rail CommitteeCalifornia High Speed Rail Authority Board
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chair Petrillo and Members of the Board:

This letter is provided in support of the Draft Program EIR/EIS and the analysis that identifies high speed trains as the "preferred system alternative" to address future transit needs in the state of California. | 0072-1

The University of California, Merced will open with 1,000 students in fall 2005 as the tenth campus of the University of California. It will be the only research university located in the Central Valley and will grow to an enrollment of 25,000 students. High speed trains would greatly enhance access to the campus for students, faculty, staff, colleagues from other universities, and other visitors. In addition, high speed rail service would significantly strengthen economic growth and job creation in the Central Valley. Also, high speed rail service would reduce traffic congestion in the Central Valley, which is growing at twice the rate projected for the rest of the state. Air quality in the Central Valley also would be favorably impacted by establishment of high speed train service and the related reduction in automobile usage. | 0072-2

In evaluating the environmental considerations identified in the Draft Program EIR/EIS, cost projections for various routes, and ridership potential, the UC Merced campus supports a Diablo route with a hub and route stop at Castle Aviation and Development Center (formerly Castle Air Force Base). UCM also supports location of a maintenance facility for high speed trains at the Castle site. | 0072-3
| 0072-4
| 0072-5

Thank you very much for the opportunity to comment.

Sincerely,

Larry Salinas
Director of Governmental Relations

**Response to Comments of Larry Salinas, Director of Governmental Relations, University of California,
August 31, 2004 (Letter O072)**

O072-01

Acknowledged.

O072-02

Please see standard response 6.19.1.

O072-03

Please see standard response 6.3.1.

O072-04

Please see standard response 2.35.1.

O072-05

Please see Standard Response 6.19.1.

Comment Letter 0073

0073

UNIVERSITY OF CALIFORNIA

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OFFICE OF THE CHANCELLOR



UNIVERSITY OF CALIFORNIA, MERCED
P.O. BOX 2039
MERCED, CA 95344
(209) 724-4400

March 22, 2004

AUG 31 2004

SANTA BARBARA • SANTA CRUZ

March 22, 2004

Page 2

Merced County Supervisor Cortez Keene
Merced County Supervisor Nelson

California High Speed Rail Authority Board
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chair Petrillo and Members of the Board:

I am pleased to submit this letter of support for the Draft Program EIR/EIS and the analysis that identified high speed trains as the preferred system alternative to address future transit needs in California.

0073-1

The University of California, Merced will open in fall 2005 as the tenth campus of the University of California and the only research university located in the Central Valley. The campus will grow to an ultimate size of 25,000 students over the next three decades. High speed trains would provide greatly enhanced access to the campus for students, faculty, staff, colleagues from other universities, and other visitors. In particular, high speed rail service would permit students from Bakersfield to Stockton to commute from their homes to UC Merced, an option that would result in significant cost savings and would allow greater access to a UC education for students not living in proximity to the campus. In addition, the availability of high speed rail service for UC Merced students would create ridership and a commute pattern that would carry into post-collegiate life. High speed rail service also would contribute significantly to overall economic growth and job creation in the Central Valley.

0073-2

In evaluating the environmental considerations identified in the Draft Program EIR/EIS, cost projections for the various routes, and ridership potential, the UC Merced campus supports a Diablo route with a hub and route stop at Castle Aviation and Development Center (formerly Castle Air Force Base). In addition, UCM supports location of a maintenance facility at the Castle site.

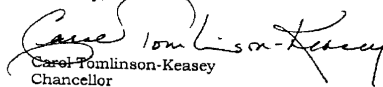
0073-3

0073-4

0073-5

Thank you very much for consideration of these comments.

Sincerely,


Carol Tomlinson-Keasey
Chancellor

cc: Congressman Cardoza
Congressman Radanovich
Merced County Supervisor Crookham
Merced County Executive Officer Tatum

2 p.2

209 7244423

MAR 23 2004 12:37PM UC MERCED

3 p.3

209 7244423

MAR 23 2004 12:37PM UC MERCED



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

**Response to Comments of Carol Tomlinson-Keasey, Chancellor, University of California, August 31, 2004
(Letter 0073)**

0073-01

Acknowledged.

0073-02

Please see standard response 6.19.1.

0073-03

Please see standard response 6.3.1.

0073-04

Please see standard response 2.35.1.

0073-05

Please see standard response 6.19.1.

Comment Letter 0074

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OFFICE OF THE CHANCELLOR

UNIVERSITY OF CALIFORNIA, MERCED
P.O. BOX 2039
MERCED, CA 95364
(209) 724-4400
April 12, 2004

California High Speed Rail Authority Board
925 L. Street, Suite 1425
Sacramento, CA 95814

Dear Chair Petrillo and Members of the Board:

I am pleased to write in support of the Draft Program EIR/EIS and the analysis that identifies high speed trains as the "preferred system alternative" to address future needs for transit in the state of California.

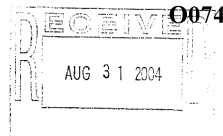
The University of California, Merced is slated to open in fall 2005 as the tenth campus of the University of California. It will be the only research university located in the Central Valley and will grow to an enrollment of 25,000 students. High speed trains would greatly enhance access to the campus for students, faculty, staff, colleagues from other universities, and other visitors. Also, high speed rail service would enable students from up and down the Central Valley to efficiently commute to UC Merced, an option that would result in major cost savings and would allow greater access to a research university education and graduate programs for students not living in proximity to the campus. In addition, high speed rail service would significantly strengthen economic growth and job creation in the Central Valley and ease traffic congestion in the Central Valley, which is growing at twice the rate projected for the rest of the state.

In evaluating the environmental considerations identified in the Draft Program EIR/EIS, cost projections for various routes, and ridership potential, the UC Merced campus supports a Diablo route with a hub and route stop at Castle Aviation and Development Center (formerly Castle Air Force Base). UCM also supports location of a maintenance facility for high speed trains at the Castle site.

Thank you very much for the opportunity to comment.

Sincerely,

Janet E. Young
Assistant Chancellor and Chief of Staff
UC Merced



April 12, 2004
Page 2

cc: Chancellor Carol Tomlinson-Keasey
Merced High Speed Rail Committee

0074-1

0074-2

0074-3

0074-4

0074-5

p. 2

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Apr 12 2004 4:05PM UC MERCED

p. 2

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Apr 12 2004 4:05PM UC MERCED

**Response to Comments of Janet E. Young, Assistant Chancellor, University of California, August 31, 2004
(Letter 0074)**

0074-01

Acknowledged.

0074-02

Please see standard response 6.19.1.

0074-03

Please see standard response 6.3.1.

0074-04

Please see standard response 2.35.1.

0074-05

Please see standard response 6.19.1.

Comment Letter 0075

0075

STAFF

PROGRAM MANAGER
Alicia Bohlke

**ENVIRONMENTAL
SPECIALIST**
Mary-Michal Rawling

ADMINISTRATIVE ASSISTANT
Delene Meidlinger



Merced / Mariposa County Asthma Coalition

Controlling asthma through awareness and education

AUG 31 2004

May 20, 2004

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Mr. Joseph Petrillo, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman and Members of the Board:

Please accept this letter in support of a high-speed rail system in California.

The Merced/Mariposa County Asthma Coalition is a community-based organization funded by The California Endowment to make environmental policy change as it relates to asthmatic children. In Merced and Mariposa Counties our primary focus is the impact of poor air quality on the asthmatic population which consists of 10,500 adults and more than 6,000 children.

The American Lung Association recently ranked Merced County as the 8th most polluted county in the nation for ozone with the city of Merced being the 6th most polluted city. These two markers are worse than last year's rankings. The two major air pollutants of concern to the county and air basin are ozone and particulate matter (PM). Unfortunately, the geography of the San Joaquin Valley contributed to the most exceedences in the entire country for the federal 8-hour ozone standard, logging in 130 days of unhealthy air last year. Aside from not attaining this new 8-hour ozone standard for public health, the San Joaquin Valley air basin is currently in "extreme" non-attainment for the federal 1-hour ozone standard and "serious" non-attainment for PM 10 levels. In addition, when the new rule for PM 2.5 goes into effect the San Joaquin Valley is not expected to be in compliance with this standard.

Ozone and particulate matter (PM) have significant impacts on health. They aggravate heart and lung conditions such as asthma and are related to increases in emergency room and physician visits, hospital admissions, medication use and school or work absences. Exposure to ground level ozone pollution can cause any

individual to cough, have chest pain or experience fatigue and over time is linked to permanent airway remodeling. Breathing high levels of PM also irritates airways to the point of severe coughing, production of phlegm and inflammation; the smallest types of PM are linked to decreased lung function and lung disease.

A high speed rail system in California is an efficient and much needed mode of public transportation that would benefit the San Joaquin Valley. In an effort to protect the health of local residents the Merced/Mariposa County Asthma Coalition supports any positive steps the state makes in promoting reduced emissions in the San Joaquin Valley.

Thank you for your consideration. If you have any questions or concerns please do not hesitate to contact me.

Sincerely,

Mary-Michal Rawling
Environmental Specialist

Alicia Bohlke
Program Manager

Cc: Merced County High Speed Rail Commission
Congressman Dennis Cardoza
Congressman George Radanovich
California Senator Jeff Denham
California Assembly Member Barbara Matthews
Merced County Supervisor Kathleen Crookham
Merced County Supervisor Gloria Cortez Keene

0075-1
cont

0075-1

2740 M Street Merced, California 95340

TELEPHONE 209 384 6739

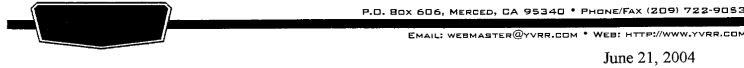
FACSIMILE 209 384 6710

WEBSITE www.mmcac.com

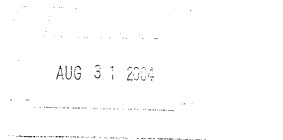
**Response to Comments of Mary-Michal Rawling, Environmental Specialist, and Alicia Bohlke, Program Manager,
Merced/Mariposa County Asthma Coalition, August 31, 2004 (Letter 0075)**

0075-01

Acknowledged.

Comment Letter 0076**0076**

Mr. Joseph Petrillo, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Dear Chairman Petrillo and Members of the Board:

I am pleased to submit this letter of support for the draft program EIR/EIS and the analysis and studies that identified high-speed trains as the preferred system alternative to address the future transportation needs of California.

0075-1

I realize that some people considering Castle as an International Airport as being remote. We don't, it's very clear what a perfect infrastructure Castle Airport, Aviation and Development Center really is. Merced & Atwater's promotion of U.S. & World travelers to fly into Castles Airport to see Yosemite first and travel by train from here to San Francisco & L.A. is very real. For sure, almost everyone that comes to California will see Yosemite.

0075-2

We consider this line as a major link in creating increased rider-ship on Amtrak and certainly a major factor in Castle International Airport status. We encourage your support in Castle Airport, Aviation and Development Center as the hub for future High Speed Rail.

Thank you very much for the opportunity to provide these comments.

Sincerely,

A handwritten signature in cursive script, reading "Ted Hogan", is written over the typed name.

Ted Hogan, President, Yosemite Valley Railroad Co.
P.O. Box 606, Merced, CA 95340, <http://www.yvrr.com/>
America's most important rail project- Get involved!!

Cc: Congressman Dennis Cardoza
Congressman George Radanovich
California Senator Jeff Denham
California Assembly Member Barbara Matthews
Merced County Supervisor Kathleen Crookham
Merced County Supervisor Gloria Cortez Keene

Response to Comments of Ted Hogan, President, Yosemite Valley Railroad Co., August 31, 2004 (Letter 0076)

0076-01

Acknowledged.

0076-02

Please see standard response 6.19.1.

Comment Letter 0077

Sep-03-04 10:54am From-CLIP1

310-314-1857

T-384

P.02/03

F-127

0077

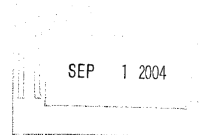
CENTER FOR LAW IN THE PUBLIC INTEREST

3250 Ocean Park Boulevard, Suite 300
 Santa Monica, California 90405-3219
 Telephone: (310) 314-1947 Facsimile: (310) 314-1957
 www.clip1.org

VIA FAX

September 3, 2004

Chairman Joseph E. Petrillo and
 Members of the High Speed Rail Authority
 Mehdi Morshed, Executive Director
 925 L Street, Suite 1425
 Sacramento, CA 95814



Re: *Comments on the Draft Program EIR/EIS for the California High Speed Train*

Dear Chairman Petrillo, Mr. Mehdi, and Members of the High Speed Rail Authority:

The Center for Law in the Public Interest received the enclosed comments from the Silver Lake Improvement Association on August 31, 2003, regarding the California High Speed Train Draft Program Environmental Impact Report and Environmental Impact Statement. We are submitting these comments to you on behalf of the Silver Lake Improvement Association and we urge you to accept them because they appear to have been inadvertently sent to our attention instead of to the attention of the High Speed Rail Authority.

Very truly yours,

Erica S. Flores
 Erica S. Flores
 Assistant Director

Enclosure

CC: Silver Lake Improvement Association

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Sep-03-04 10:54am From-CLIP1

310-314-1857

T-384

P.02/03

F-127

Silver Lake
 Improvement Association
 P. O. Box 291274
 Los Angeles, Ca 90029
 (323) 666 6715

August 31, 2004

Erica Flores
 Center for Land in the Public Interest

Dear Ms. Flores:

The Silver Lake Improvement Association requests an extension of time for public comment on the proposed High Speed Train through Taylor Park. This letter is in support of the Glassell Park Neighborhood Council, which has worked diligently to realize the Taylor Yard property as an open space for future inclusion in a state park, subject to an ongoing Coastal Conservancy feasibility study. In fact, in June of 2000, the governor and the legislature supported the proposal and allocated \$45 million dollars for the creation of a state park at Taylor Yard. The California State Parks Department, in partnership with LA City Recreation and Parks, hoped to achieve a viable state park design and engaged in a community-based master planning process.

Now several proposals place a high speed train track through Taylor Yard and the Comfields in Los Angeles, and there apparently has been no effort to inform the affected communities. Public comment must be made by August 31, which disallows necessary public scrutiny of the draft documents on environmental impact and environmental report statement.

We are also concerned that the Comfield and Taylor Yard properties have significant cultural resources that require public scrutiny for the many reasons put forth in a letter by the Glassell Park Neighborhood Council to the California High Speed Rail Authority and the Federal Railroad Administration of the U.S. Department of Transportation dated August 6, 2004

This project is not only of statewide importance, but will impact neighboring communities, so that at a minimum, there should be extensive public outreach on this issue. We agree with the Glassell Park Neighborhood Council that outreach should include well-publicized public hearings throughout the Los Angeles area in the communities along each of the proposed alignments.

We respectfully submit this request for extension of time for public comment.

Eric Clinchilla

Eric Clinchilla
 President
 Silver Lake Improvement Association

Response to Comments of Erica S. Flores, Assistant Director, Center for Law in the Public Interest, and Eric Chinchilla, Silver Lake Improvement Association, September 1, 2004 (Letter O077)

O077-1

The co-lead agencies have accepted the comments from the Silver Lake Improvement Association. Please see standard response 8.1.16.

O077-2

Please see standard response 8.1.16. Please see standard response 6.24.2.

O077-3

Please see standard response 8.1.16 and standard response 8.1.1.

Comment Letter 0078

0078



California Cultural Resource Preservation Alliance, Inc.

P.O. Box 54132
Irvine, CA 92619-4132

An alliance of American Indian and scientific communities working for
the preservation of archaeological sites and other cultural resources.

Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

August 27, 2004

SEP - 7 2004

Dear Mr. Morshed:

Our organization, CCRPA, has reviewed material related to the development of the California High Speed Rail project. We are very concerned with the potential impact of this project on the traditional village and archaeological site of Panhe. Panhe is located in the San Mateo Creek area. Panhe is a Traditional Cultural Property, a listed Sacred Lands site, and a National Register Archaeological District. Any consideration of the use of this area for the California High Speed Rail project needs to take into account this highly sensitive cultural resources.

The San Mateo Archaeological District is not one site, but consists of seven archaeological sites, each of which is a contributing element to the National Register District. In addition to its importance as a National Register District, the San Mateo Archaeological District is a Traditional Cultural Property (TCP). Panhe is listed by the Native American Heritage Commission (NAHC) as a Sacred Lands site. National Register Bulletin 38 has substantial guidance on evaluating TCPs, and should be used in evaluating impacts to this resource.

Panhe has an important cultural role in the history of California and the culture of the Juaneño. San Juan Capistrano Mission was founded in 1776; in 1778, Father Junipero Serra baptized sixteen Indians, including individuals from Panhe (Engelhardt 1922: 24). Panhe is also mentioned in the baptismal register for the mission (Engelhardt 1922: 244).

Caltrans prepared the National Register eligibility determination of the resource. The "Request for Determination of Eligibility" for the San Mateo Archaeological District, encompassing sites ORA-22, SDI-4284, SDI-4535, and SDI-8435 (Romani 1981), provides important information about the site ignored by the EIS preparers. The report states that the District includes approximately 480,000 square meters, and that the archaeological sites have multi-component stratigraphy, a rare situation for southern California. The EIS casts some doubt in its tone and wording that this site area is Panhe, while substantial evidence exists to support this conclusion.

The Juaneño Indians believe this to be a sacred area; it is worth quoting Romani (1981) at length:

1. As the physical location of a village within the Juaneño traditional tribal area, it is essential evidence of their culture and has significance distinct from any scientific value it may or (because of historic disturbance) may not have.
2. A burial was discovered during construction, and was preserved essentially *in situ* by Caltrans and the Juaneño. Juaneño traditions hold places of burials to be sacred, and their beliefs do not allow for the removal of human remains or any associated personal belongings from their original place of interment. They consider it inevitable that there are additional burials on the site, increasing its sanctity.
3. Panhe was the location of the first close contact between Juaneño people and Europeans, when Spaniards of the Portola expedition camped at a spring in the vicinity during July 1769. Prior contacts had been limited by the fact that the Spanish were traveling at sea by ship. The contact event is memorialized from the white perspective as the occasion for the "first baptism in California."
- "4. Earliest mission records document that our people from Panhe were among the first and most numerous of the Indians to be taken from their homes for the purpose of building the mission compound and developing the ranches....The descendants of the Juaneño people from the village of Panhe who were able to survive the trauma we have can be numbered among us today...we are still here."

Despite limited disturbance to ORA-22 and the other components of Panhe, this has no relevance to the significance of the site as a Traditional Cultural Property. In fact, even if this is true this would have nothing to do with the status of the district as a

TCP. To quote National Register Bulletin 38: "A property may retain its traditional cultural significance even though it has been substantially modified."

The National Register District was recently reevaluated by Dr. Brian Byrd (Byrd 1998). He found that the District is eligible under Criteria A and D. He did not find that the site areas were badly disturbed. Regardless of the integrity of site deposits, the village area is a sacred site. The Juaneño people, including direct lineal descendants of Panhe villagers, continue to perform ceremonies and religious observances at Panhe. The known presence of burials at the site elevates its importance beyond any possibility for impact mitigation.

The Native American consultation process is critical to the California High Speed Rail environmental and planning process. Panhe is listed by the NAHC in the Sacred Lands file as a sacred site. Considering the importance of Panhe to the Juaneño, and that this importance is well known (see the above discussion and Caltrans evaluation), consideration of Native American traditional values is crucial. Furthermore, Dr. John Johnson has conducted detailed genealogical research on Panhe, and has identified individuals whose descendants still hold Panhe sacred (Johnson and O'Neil 2001). None of this information about the Juaneño is mentioned in the Greenwood report or in the EIS.

Native American consultation must include descendants of Panhe, and recognition that the NAHC has listed it as a Sacred Lands site. Consultation should be initiated using a consultant familiar with tribal issues.

We appreciate your consideration of these issues, and look forward to your response.

Sincerely,

Patricia Martz, Ph.D.
President
CCRPA

0078-1
cont

0078-1

Comment Letter 0078 Continued

References Cited

- Byrd, Brian F.
1998 Re-Evaluation of the San Mateo Archaeological National Register District, San Diego County, California. ASM Affiliates, Inc.
- Engelhardt, Zephyrin
1922 *San Juan Capistrano Mission*. Los Angeles, California.
- Johnson, John and Stephen O'Neil
2001 Descendents of Native Communities in the Vicinity of Marine Corps Base Camp Pendleton: An Ethnohistoric Study of Luiseño and Juaneño Cultural Affiliation. Santa Barbara Museum of Natural History.
- Romani, John
1981 Request for Determination of Eligibility for the San Mateo Archaeological District. Caltrans, District 7.

**Response to Comments of Patricia Martz, President, California Cultural Resource Preservation Alliance,
September 7, 2004 (Letter 0078)**

0078-01

Please see standard response 6.41.1.